the Goverment of India in this regard. However, there are regional variations in the factors responsible for girls remaining out of school.

(c) The report briefly mentions some of the approaches being tried out to improve enrolment and retention of girls in schools in a few developing countries. On similar lines, Government of India and State Governments have taken several measures to increase enrolment and retention of girls in primary schools. These include establishment of separate schools for girls; provision of attendance scholarships; free textbooks and uniforms; exemption from tuition fee; appointment of more women teachers; and provision of separate toilets for girls. Under the Centrally Sponsored Scheme of Non-Formal Education, 90% Central assistance is provided to girls' centres. The proportion of girls centres has been raised from 25% to 40% in the Eighth Plan. The introduction of the Mid-day Meals Programme is also expected to have a positive effect on enrolment and retention of girls in primary schools.

Investment in Major Ports/N.Hs.

*150. SHRI NARAYAN ATHAWALAY : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) the details of immediate investment requirement for development of major ports and National/Express/State Highways, Statewise and investment committed for the current year; and

(b) the major bottlenecks in development of surface transport and steps taken/proposed to sortout these problems including land acquisition for out of court settlement?

THE MINISTER OF SURFACE TRANSPORT (SHRI T.G. VENKATRAMAN) : (a) The requirements for the development of Major Ports and for removal of the deficiencies on the National Highways are estimated at Rs. 8553 crores and Rs. 75,000 crores respectively. For the current year 1996-97, an amount of Rs. 576.6 crores for Ports and Rs. 959.6 crores for National Highways have been allocated in the Annual Plan.

(b) Inadequate resources and delays in acquisition of land and environmental clearance are the major bottlenecks in the development of surface transport. The Government is taking necessary steps to address these issues.

Irrigation Projects in Orissa

*151. SHRI K.P. SINGH DEO : Will the Minister of WATER RESOURCES be pleased to state :

(a) whether it is a fact that a number of ongoing irrigation projects started over a decade ago in Orissa could not be completed so far due to lack of funds;

(b) if so, the facts thereof and the steps in which such projects stand at present; and

(c) the steps taken to expedite those projects without further loss of time and cost overrun?

THE MINISTER OF WATER RESOURCES (SHRI JANESHWAR MISHRA) : (a) Yes, Sir. Lack of funds is one of the major constraint responsible for delay in completion of projects.

(b) The facts and the stage of the ongoing irrigation projects in Orissa are as under :-

(Rs. in crores/Thousand Hectares)

S.No.	Name of Project	Started in Plan	Latest estimated cost	Expdr. to end of March, 96	Ultimate potential	Potential likely to be created to end of March, 96
1	2	3	4	5	6	7
Major						
1.	Rengali					
	(a) Dam (Irr. Share)	IV	40.77	41.48	-	-
	(b) Irrigation***	V	2199.52	216.73	423.60	0.00
2.	Upper Kolab**					
	(a) Dam	V	48.81	51.21	-	-
	(b) Irrigation	V	237.00	162.26	88.70	68.08
3.	Upper Indravati**					
	(a) Dam (Irr. Share)	AP78-80	176.16	135.34	-	-
	(b) Irrigation	AP78-80	539.51	154.50	218.60	35.59